

## I-405 CORRIDOR PROGRAM WASHINGTON STATE



King and Snohomish Counties, WA

Washington Department of Transportation

2005

Project Type: Urban Freeway; Reconstruct

### PURPOSE



It is the intent of the Washington Department of Transportation (WSDOT) to integrate community values into the design of the I-405 Design/Build Project. As a consultant to WSDOT, HNTB is accomplishing this important goal by fully employing the principles of Context Sensitive Solutions (CSS) as defined and practiced by WSDOT and supported by the Federal Highway Administration (FHWA). This means that the public will be engaged in partnership with WSDOT to support the purpose and need established for the project, assess corridor constraints and opportunities, help develop a preferred alternative, and provide input for design standards and guidelines for the corridor.

### DESCRIPTION

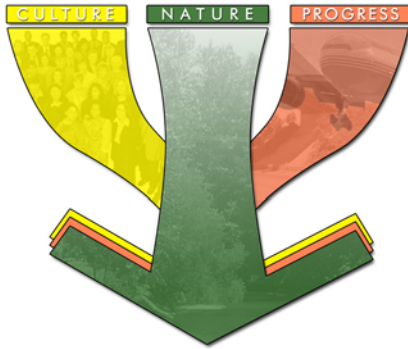
In spring 2003, the Washington State Legislature approved a Nickel Funding Package providing more than \$4 billion over 10 years for a variety of highway improvements projects throughout the state. Three of the “Nickel Projects,” totaling \$485 million, are on I-405. These three projects are the first step toward achieving the I-405 Master Plan as detailed in the 2002 Environmental Impact Statement (EIS).

### PUBLIC ENGAGEMENT

Public involvement is an important and essential process in the development of the I-405 Corridor Program. During the three-year program development process, the Executive Committee appointed a Citizens Committee and approved a detailed community and agency involvement plan that supported dissemination of project information and gained critical feedback. Once the EIS and Record of Decision were approved in October 2002, the mission of the Citizens Committee was complete. Public involvement and education continues to play a vital role in the project, particularly as detailed environmental documents are developed for the Nickel Projects. In addition to outreach through open houses,

neighborhood meetings, and speaking engagements, advisory committees have been established in each of the communities where Nickel Projects are taking place.

## CONTEXT SENSITIVE SOLUTIONS APPROACH



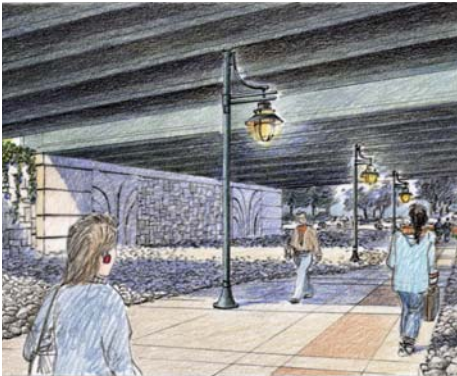
"PROGRESS INSPIRED BY NATURE"

Successfully engaging stakeholders to achieve CSS will require following the Public Involvement Plan established for the I-405 Design/Build Project. The process will establish and engage several communities including an overall Aesthetic Committee, Sub-Corridor Advisory Committees, Artists, and a WSDOT/FHWA Technical Committee. A process for artist participation and opportunities for locating and integrating art throughout the corridor was also established. The artists will be selected by a process approved by WSDOT and will work directly with the urban design team in a collaborative process. Throughout the duration of this process, the public will be engaged in partnership with WSDOT to support the purpose and need established for the project, assess corridor constraints and opportunities, help develop a preferred alternative, and provide input for design standards and guidelines for the corridor.

## OUTCOME

Although the project is in its very early stages, the master plan offers balanced transportation investments that provide benefits for all transportation users—transit, roads, carpools, and vanpools. The plan will accommodate an additional 110,000 trips per day in the corridor and will reduce time stuck in traffic by over 13 million hours per year.

## CHALLENGES



I-405 is an indispensable link in the local, regional, and state transportation network. As part of the I-5 network of highways, it provides a vital relief valve for the I-5 and other arteries on the west side of Lake Washington. It serves both through traffic and local traffic. I-405 provides essential linkages for cross-lake traffic between the Westside and the Eastside, the state's population centers and principal economic engines. I-405 improvements help stimulate economic investment and population growth within the Urban Growth Boundary. I-405 links seven established urban centers, from Lynnwood in the north to Tukwila in the south.

The first phase of I-405 improvements, the Nickel Projects, will help reduce three of the worst traffic congestion spots in the Puget Sound region—in Renton, Bellevue, and Kirkland—that are critical for protecting quality of life and economic opportunity. Without improvement, WSDOT estimates that rush hour trips in 2020 will take about 40 percent longer than today.

## FUNDING



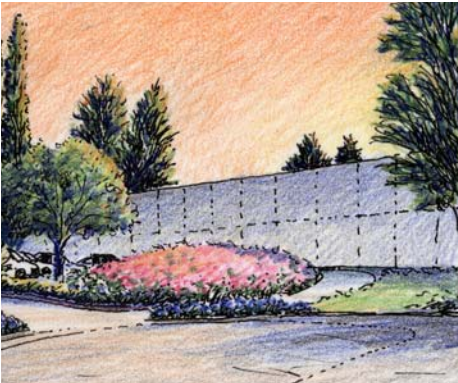
Funding will take place in at least three phases. Phase I “Nickel Project” improvements are funded through a statewide transportation plan called the “nickel package” approved by the Washington State Legislature in 2003. The Phase 2 Program is a 10-plus year implementation plan, containing a package of improvements to be funded through regional, federal, state, and potentially other revenue sources. Proposed funding from the Regional Transportation Investment District (RTID\*) is part of this phase, as well as Federal dollars from the Transportation Re-Authorization Bill. Future phases of work to complete the master plan do not have funding at this time.

## LESSONS LEARNED

This project educated the participating public about realistic expectations about enhancement costs. Another lesson learned was to control expectations of what can be done, in terms of what things cost. A good example is dedicated art work. This can be extremely costly if form panels become a one time usage.

Also give the community a menu of what you are willing to accept up front.

## KEY WORDS



*Applicable Project Delivery Stages:* Administration, Planning, Design

*Applicable Transportation Professionals:* Highway Engineers, Structural Engineers, Landscape Architects, Wetland Biologists, Historian

*Applicable Transportation Modes:* Highway, Transit, Toll, Bicycle, Pedestrian

*Transportation Topics:* Visual Quality, Environmental Justice, Safety, Mobility, Context Sensitive Solutions/Design

## WEB LINKS

<http://www.wsdot.wa.gov/projects/I-405/>

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